

FORMAL OPENING OF THE CHINESE SECTION

Hon. Mr. BARNES, Colonial Secretary of Hongkong, in reply, said:—Your Excellencies and Gentlemen.—Of the four names down on the toast list to return thanks to the toast proposed, mine happens to be that of the

His Honour CHAO CHING HUA, Managing Director of the Imperial Chinese Section of the Canton-Kowloon Railway, said that the British Consuls and Gentlemen, I desire no greater pleasure than to be able to express my gratitude to the officials, gentry, and the staff of the railways of the two sections for the honour shown by them in attending this pleasurable and interesting function. The opening of the first section of this railway, which took place in December last, may be within the recollection of many of us here, as it is only a lapse of 10 months, and to-day we are here witnessing the opening of the whole line and the connection of the two sections. This function, which is the last in connection with this railway, will mark the through opening and the connection of this railway with that of the British section, and principally it will mark the strengthening of the close friendship which is

Mr. E. S. LINDSEY, General Manager of the British Section of the line, said:—Your Excellency and Gentlemen,—After the two eminent speakers who have preceded me there seems to be nothing left, except to express the thanks of the British Section of the Canton-Kowloon Railway to your Excellency for the kind way you have proposed and to you, gentlemen, for the manner in which you have honoured the toast, "Success to the Canton-Kowloon Railway." Mr. Barnes and Mr. Chao have dealt with the general and economic aspects and we would like to add a few details to the belief that, though "repetitions" they are not necessarily "vain" ones, leaving it to my friend, Mr. Grove, to give the figures usual on such occasions which go to show that the Railway has been constructed so economically that in an early return on capital is no difficult matter. It is just a year ago since the British Section of this Railway was opened for traffic, and the fact that the result of the past year has greatly exceeded expectations may be taken as a happy augury for success in the future. It carries 22 miles in length between Kowloon and Canton, which is in particular, and passing through the most populated district of the New Territory, which is enough to almost pay its fair working expenses during the first year's operation, while possibilities must there be before a line five times as long connecting two such centres as Hongkong and Canton and passing through a portion of a province whose average population exceeds 450 to the square mile? But the success of this Railway cannot depend alone on the possibilities of local traffic, and there are other considerations of the most important of which is undoubtedly the connection of this Railway with Hankow. When I was in Peking in 1904, with Excellency Liang Shi Yi, then Director of Railways, who himself had just returned to the capital from a tour through this very line, I stated that the Canton-Kowloon railway could not be expected to pay until the connection with Hankow had been accomplished. The events of the past six months go to show how how thorough was his conviction in this respect, and how great the importance which the Post and Communications attaches to the connection. We may therefore rest assured that everything is now being done to ensure the rapid completion of the line. The physical difficulties in the way of construction are great, however, and notably in that portion of the Yueh Fan Railway which runs in the Kwong Tung Province, so that he would be a bold man who ventured to assert the possibility of travelling by rail from Kowloon to Calais in the very near future. Consequently, if the success of this Railway is to depend on the interchange of traffic, it will be as well to lose no time in completing the already-built portion of the Canton-Hankow line in order to initiate and establish the long haul traffic. It is to be hoped, however, that the carrying of goods by rail will be successful, in the carrying of goods by rail. I understand that the survey of this connecting link has been completed and the land is now being acquired, so that we may take it for granted that before long another sixty miles of open line will be added to the length of this Railway from Kowloon, and in the direction of Hankow. Another element of success, consideration for the public lies in the hands of the Administrations of the Railway themselves. As you are aware, a working-scheme has been concluded between the British Section of the Railway and now awaits the Imperial Edict, the Agreement, the great deal has been left to the discretion of those on the spot, and both Governments have wisely recognised that if the two Sections are to be worked as separate undertakings such a procedure is the only means of ensuring successful operation. The public may be assured that although on opening a new line it is wise policy to restrict ambition in the matter of time-tables and fast running, it will not be long before improvement takes place and it is possible to go from Canton to Hongkong in one hour, allowing the passenger time enough to get to his business and return home on the same day. We also hope that before long passengers by slow train will no longer be required to change carriages at Samchun. I can assure you gentlemen, that the Administrations of the Railway fully recognise the fact that, if the railway is to be a success, the considerations of the public must be their first consideration. And such being the case, I trust that the feeling of the kind wishes and sentiments which the toast has called forth and for which on behalf of the British Section I again have the honour to thank you (Applause).

Mr. FRANK GROVE, Engineer-in-Chief of the Chinese section, said:—Your Excellencies, and Gentlemen,—There are probably few present

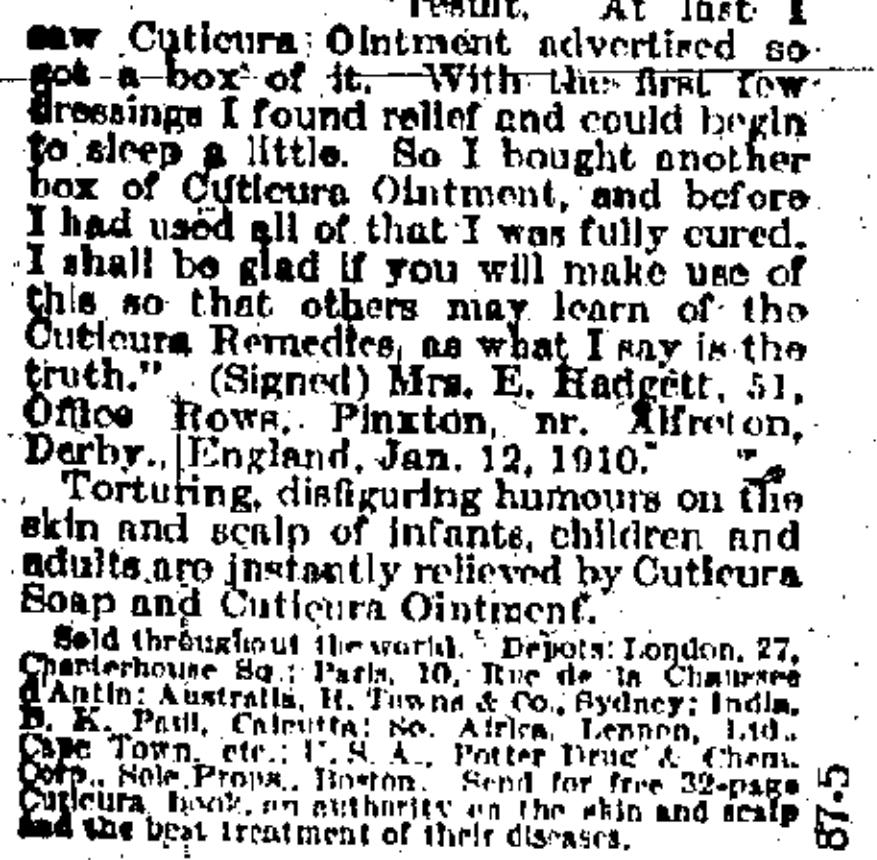
who feel as though a satisfaction in to-day's proceedings as do those of the executive staff of this railway have seen the work through from its inception to the end with Chinese and Foreigners of all departments and there are many present who have been with us from the beginning and who have given loyal and splendid service, and it is by the work of such, often carried out under difficulties, that a satisfactory completion of this undertaking has been attained. Difficulties have been overcome such as are usual on all railway tracks and perhaps especially in China, and not much more than can be made. Thanks to the support of His Excellency in Chao, our Managing Director, who in the past and early years of the work gave us such able direction, and lately of His Honour Mr. Chao, heavy engineering works have been accomplished and the result is what we see to-day. The survey commenced in August of 1907. Land purchase commenced early in 1908 and construction of works may be taken to date from June of 1908. We have therefore spent 5 years and 5 months to build this Railway. Engineers in Chao have done the survey, just a little over 4 years altogether, and I do not claim that there is much if any credit attached to this length of time. One would have liked to say 3 years instead of 4 years. Things move slowly in China; but I do claim that the work has been pushed forward continuously, energetically and successfully on the different districts and has been overcome. It generally falls to the lot of the Engineer-in-Chief to bear the cost of the Railway he builds, but this Railway is the happy position of having been spared criticism, and therefore I can approach the subject in a light spirit. In September 1908, I produced, as a result of the detailed survey, an estimate of cost and length of time probably required to complete this line; the former in round figures was 123 million dollars, and the latter 6 years and 5 months. The land, road, and building administration charges, police, cost of labour, etc., but excluding the interest and services on the loan, and the cost of the rolling stock, was 3 years and 10 months, the date for completion being given as June, 1911. We have taken a few months longer to complete the line, but the cost will be within the limits of my estimate. This, gentlemen, is, I believe, a satisfactory condition of things, but it has been attained only by the active and loyal help of all departments. Some of the heaviest work has been carried out by engineers unfortunately at present absent. May mention Mr. Boothby of the London & North Eastern Railway Bridge Engineering Co.; Mr. Fraser, who met me at the location of the line from Mile 50 to Mile 59, mostly through difficult and hilly country. Mr. Moore is still with us fortunately. He has successfully had charge of No. 1 and No. 3 Districts and has done excellent work on each. I must also specially mention Mr. Thompson, who is so proud of his locomotive and rolling stock; Mr. Hall, our active Chief Accountant; Mr. Fischer, whose store department has always been kept in good order. I wish I had more time to give more reference to some of the men forbids. But we have been fortunate in both foreign and Chinese staff and that means everything for economy and efficiency. Until recently the idea was generally held that the Chinese went through level paddy fields and had few bridges. This is not quite a correct description. The hilly portions of country passed through present interesting features and some of the settings have given considerable trouble. The total grade is 1 in 150, of which we have over 17 miles, 56 per cent. of the total length on or grade and 44 per cent. on level. Our average of the line is 24 per cent. the total length. Our trackwork is on the whole what is termed "heavy." It has cost \$20,700 per mile, which includes all charges for rock, earth, and protection works. The volume is equal to a bank of our type section 1 foot high throughout for 89 miles. Sufficient material has already started and published with regard to the large bridges. We have 46 girder bridges with clear openings 1,863 feet and 9 arch bridges over a feet across. There is opening of 546 feet. There are an unusual number of culverts under 5 feet, namely, 140, with an opening of 544 feet. The total opening there provided by these bridges, arched bridges and culverts is 5,938 feet or 67 feet, per mile. In addition there are 265 barrel or pipe drains with an opening of 7 square feet per mile. As an instance of the comparative amount of large work, let me tell you, Chinese Section, I may say that the total weight of steel work in girders and foundations is 4,725 tons while the Chinese while that used on the Shanghai-Nanking Railway amounted to 91 tons per mile only. There are 27 stations, 13 of which are halts or semi-permanent stations until traffic justifies their reconstruction on more permanent lines. We have watering stations and 3 running sheds under construction and shortly to be finished with workshops and such other equipment as is essential for present needs.—I am now going to up to a first class engine, there are 9,04 miles of main line and 136 miles of sidings and loops, making 1,001 miles altogether of single track. A depot has been provided at Taichang for the junction with the Yueh Han Railway and sufficient land with sidings and sheds are ready but the junction station will not be under construction till the loop line passing to the North city is under construction. Finishing touches are being required but I have every confidence that the Chinese Section will prove itself equal to what is required. I shall try to deal satisfactorily with the important traffic between Hongkong and Canton and later on as a link in the great Southern Trunk Line (Applause).

Hon. Mr. Ross—Gentlemen, The toast which stands in my name,—“Success to Railway Enterprise in China”—is one which I experience the greatest pleasure in proposing.—I would like to say a few words about this enterprise, which covers such a very wide area, and which, I think, will be successful, and I do not want justice. All my disposal, I would like to say a few words about this enterprise. Improvement of Railway enterprises is a matter of comparatively recent date, it is now nearly half century since the first attempt was made to introduce this method of rapid transit and communication. The attempt to which I refer was made in 1863, during the final stages of the Taiping Rebellion,—when a petition presented by a Syndicate of foreign merchants to the Hing Hang—then Governor of Foochow—for consent to construct a line of Railway between Shanghai and Soochow—the reply to that petition was curious—for while no serious objection was apparently entertained to employing a large number of foreigners as soldiers, or to even placing a Chinese Officer—Li Hung Chang nevertheless feared that the employment of a few foreign railway engineers in the same district would upset the balance of power and cause dissensions and disorder. This, gentlemen, is an extraordinary attitude regarded purely from a foreigner's standpoint might lead one to infer that railway engineers were a dangerous body of men compared to whom the rank and file of the “Ever Victorious Army” were but harmless babes! This apparent dread of railways and foreign engineers, continued for some twenty years after the incident to which we have just alluded,—the conservative principles of the Chinese Government and people, being ones

country. During these 20 years, however, at least one attempt was made to introduce railways,—and I have no doubt all of you know the tale of the more-or-less surreptitiously constructed "Kailash Road,"—and of its ultimate fate. The force of this, however, in the year 1875, during which the all-railway was permitted to run, were not altogether sufficient for the railway's usefulness and its wastefulness had evidently impressed the mind of a gentleman named Tong King Sing,—a Cantonese by birth, then resident in Shanghai, who a few years later successfully initiated the "Kaiping Tramway" to transport coal from the Mines of which he was the Managing Director. The difficulties encountered by the "Kaiping Tramway" at its outset, and its subsequent development, into a great railway system, had a very marked influence on railway enterprises in China,—for though inexperienced management was a disaster during its early stages caused it to lose out as a deterrent to other similar enterprises,—yet its eventual magnificent success stimulated every Province in China to endeavor to copy the example set them by that large-minded Cantonese, Tong King Sing. I do not wish to weary you with details of the history of this "Kaiping Tramway" as most of you I think these are well known,—but I would merely remind you that after being taken over merely by the Chinese Joint-Stock Company it struggled on for some years, until chaotic management and political obstruction brought this Company to the end of its resources. The Imperial Government then stepped in, and the management was summarily transferred to an Imperial Railway Administration,—the rights and interests of shareholders being altogether ignored. For some years the line was run in this manner, and considerably better work was made and contemplated, but the results of its working were so unsatisfactory, and its debts so numerous, that in 1898 a foreign loan was raised in order that its finances might be placed on a sound basis. As a result of this loan, certain important changes were made in the system of accounts and management, and immediately the receipts increased by leaps and bounds. Notwithstanding the setback and damage caused by the Boxer Rebellion, the line has ever since prospered, and is a valuable asset for the Imperial Government, and eventually also a paying investment for the old China Railway Co. shareholders, whose shares have now, I understand, been officially recognised. The profits of this railway in recent years have proved so great, that in addition to providing large sums towards the cost of constructing the new Peking-Kalgan line, the surplus remaining has gone for the purpose of paying for the clothing and equipment of the new Chinese-Drilled Northern Army. Profits such as these, gentlemen, show us how greatly the resources of the Empire can be increased by properly administered and efficiently constructed railways, but unfortunately they also led the people of China to imagine that every railway must be a profitable gold mine, with the result that a patriotic cry was raised, Railway Enterprises were established in every Province, and the direct pressure was forced on the Imperial Government of nominating the Provinces to attempt to build, finance and control their respective lines of railway, directly or indirectly, and the patriotism and energies of the local country and merchants. Whether the movement was purely patriotic, or whether it arose from an overpowering desire to share in the anticipated profits of the proposed railways,—as matters with which I am not here concerned,— suffice it to say that experience has shown that no profitable railway can be run on a national point of view by the haphazard methods, and instead of the orderly and systematic development of the country, they are calculated to produce interminable discussion, disorder and delay. Thus far, gentlemen, I have briefly sketched an outline of what may be regarded as purely Chinese Railway Enterprise in this Empire. I have not specially referred to such great works as the Chinese Eastern, or the German Shantung Railways, as these, though of great service to the country, are of political importance. Other lines such as the Peking-Hankow and the Shanghai-Yankow Railways have been constructed under what may be described as more or less "concession terms"—terms which are nevertheless cordially disliked, and it is not surprising therefore that strenuous and not together unsuccessful efforts have been made to upset and change them. The Canton-Kowloon Railway, which the Governments of China and Hongkong are to-day opening to traffic, has also so far been constructed by means of British loan, the terms and conditions of which, I am glad to say, are in every respect fairer between borrower and lender. The line has been built without objection, and despite the high cost of land, has finished the past and present Managing Directors, the Engineer-in-Chief, and the same Staff men may justly feel proud of their work. In 1909,—on the occasion of the laying of the Foundation Stone of the Railway to Tsai Shan, I quoted a statement to the effect that nearly 50 years ago a distinguished Engineer, Sir Macdonald Stephenson, was of the effect that "Railway development was China's greatest need"—and I foreshadowed a few of the most immediate benefits which this great Empire might derive from efficient and rapid railway communication between her Provinces and cities. What about half a century ago was merely a "great need" has to-day become an imperative necessity, which I am glad to say is now clearly recognised by all the leading Statesmen of the Empire, and it is no less pleasing to find that the great trunk lines (Tientsin-Peking, Canton-Hankow, and Hankow-Szechuen) are now in rapid progress. For the present, however, the assistance of foreign capital, and this can only be obtained subject to an Imperial guarantee. I think, therefore, that the recent decision of the Imperial Government that all the important Trunk Lines shall be State-owned, is a most wise and judicious policy, and although it may at first cost considerable money, it will surely be the means of the various local and provincial companies, yet in the end the money will be well spent, as China will be saved from evils which would result from lack of central control, and from the friction which would inevitably arise when local considerations clashed with Imperial requirements. For years to come also, China must look mainly to foreign Engineers to superintend the construction of her railways and in the interim, she would with all respect venture to remind her world that the better the class of Engineer employed so much the better will the experience be of the numerous young Chinese Engineers now being trained,—and to whom in the not distant future she must look to control and carry on these great enterprises. Gentlemen, the programme of railway construction which the Imperial Government has undertaken, is an ambitious one, and it is no easy task to complete. China's credit, however, is good, and provided these undertakings are State-owned and controlled, no difficulty should be experienced in borrowing what is required in easy terms. She has, however, many difficult problems to overcome ere these projected railways can achieve results such as have been

(Continued on page 6.)

"My face and arms were one mass of
stuffy skin and full of inflammation.



SUSPECTED PLAGUE AT SHANGHAI.

DEATH OF A EUROPEAN.

A death suspected to be from plague took place at the Isolation Hospital at Shanghai last week, the *Mercury* says. The deceased was the wife of Mr. Lucassen, late of Swatow, where for many years they had a hotel which was recently disposed of, the family coming to Shanghai to reside. The deceased had been ailing for some time past, presumably from consumption, and she was constantly under the care of Dr. Krieg. On Monday night Mrs. Lucassen went to an entertainment and on her return home to Magnolia Terrace, North Szechuen Road extension, she complained of feeling ill and had some warm tea. Her condition got worse and her medical attendant was summoned, and seeing what appeared to be symptoms of plague he had her removed to the Isolation Hospital at 2 a.m., but despite all that could be done she succumbed the following morning. The cause of death was reported by Dr. Krieg to the Health Department as plague. The department at once took steps to remove and examine the glands under the microscope, but no trace of plague bacillus could be found, and the diagnosis does not confirm the report which was made. The case was of course treated by the Health Department as one of plague from a preventive point of view and the house where the deceased lived is being subjected to a strict examination and every step taken to prevent any further spread of the scourge should it exist. The houses in Magnolia Terrace are said to swarm with rats, but so far no plague-infected ones have been found. The houses are also a long distance from the Kaileng Road, where plague was first discovered. The deceased before she died had a hemorrhage, which is not usual in plague cases. Dr. Stanley said that as the thing was the suddenness of death, suit took place only a few hours after the deceased had been admitted to the hospital, whereas in plague cases the patient usually lingers a day or so or even longer.

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SHANGHAI, MOJI, KOBE and YOKOHAMA	DEVANHA Capt. G. M. Montford, R.N.R.	3 P.M. 6th Oct.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. G. Evans, R.N.R.	About 13th Oct.	Freight and Passage.
LONDON via USUAL PORTS DELHI	DELHI Capt. H. S. Bradshaw	Noon 14th Oct.	See Special Advertisement

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Hongkong, 5th October, 1911.

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SHANGHAI	"CHENAN"	On 5th Oct., 4 P.M.
SHANGHAI	"LINAN"	On 7th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 10th Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 12th Oct., 4 P.M.
WUHAIR, CHEFOO, and TIENTSIN	"HUICHOW"	On 13th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 14th Oct., 4 P.M.
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Hongkong, 4th October, 1911.

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MANILA	"YUENSANG"	Saturday, 14th Oct., 2 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 20th Oct., Noon.
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* TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
* SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
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HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

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THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

TONS

(Gross reg.)

LEAVES

VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.
---	---------------	-------	-----------------------------------

* The ss. "Canada Maru" will not also call at Keelung.

The Co's Newly Built Steamers have fair speed. Superior accommodation for passengers. Limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVES

TAKAO and ANPING via

SWATOW and AMOY

"SOSHU MARU"

SATURDAY, 7th

Oct., at Noon.

TAMSUI via SWATOW,

and AMOY

"DAIGI MARU"

SUNDAY, 8th

Oct., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local

Branch Office, at Second Floor, No. 1, Queen's Buildings

772-773]

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 11th Oct., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co's AGENT.

2

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO, SUZUKI and PORT SAID	AKI MARU Capt. K. Homma	7,000	WED' DAY, 11th Oct., at Daylight.
	MISHIMA MARU Capt. A. E. Moses	9,000	WED' DAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED' DAY, 8th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. J. Richards	7,000	SATURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
	AWA MARU Capt. Izawa	7,000	TUESDAY, 7th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU Capt. T. Sadao	5,000	FRIDAY, 24th Nov., at Noon.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. T. Sato	6,000	WED' DAY, 11th October.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sadao	5,000	WED' DAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 13th Oct., P.M.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 17th October.

\$ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers; 1 Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.

The Next Steamer to sail from Hongkong—

"HIROSHIMA MARU," TONS 4,000, CAPT. DEGUCHI, on 13th Oct.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawano	February 14th.
KAMO	9,000	F. L. Semmes	February 28th.
AKI	7,990	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mura	May 22nd.

FOR SEATTLE.

INABA MARU	7,000	S. Tomimaga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
AWA	7,000	T. Izawa	April 23rd.
INABA	7,000	S. Tomimaga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

(1911-14-40)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON 2 days earlier	(Brindisi)	(London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA 10500		March 16	March 22
DELHI	8000	March 2	MOBEA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of ss. "INDIA" and those
for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd 248.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

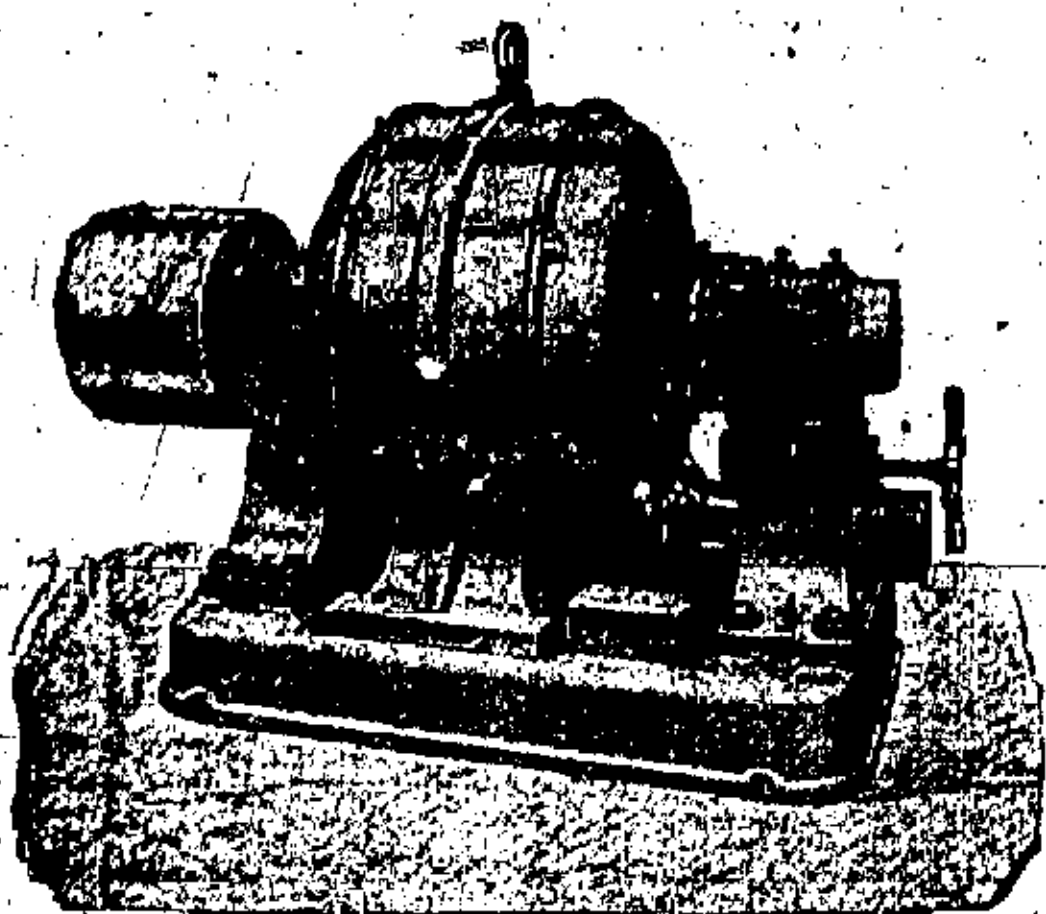
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG		Due LONDON	
	Tonnage	about	about	
NYANZA	7000	February 7	March 22	
NILE	7000	March 6	April 19	
NUBIA	6000	April 3	May 17	
SUMATRA	5000	April 17	May 31	
NAMUE	7000	May 1	June 14	
PALAWAN	5000	May 15	June 29	
BORNEO	5000	May 22	July 5	
SYRIA	7000	June 12	July 25	
NORE	7000	June 26	August 10	



Titan BERGERHOF RHLD.

ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

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HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 29th September, 1911.

AUGUST FOMM LEIPZIG - R

MANUFACTURERS OF

ALL KINDS OF

MACHINES

AND
PRESSES

FOR
PRINTING AND
BOOKBINDING.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 29th September, 1911.

HOEHL

Extra
Dry.

Goût Americain.

Obtainable in Small Cases of

12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 29th September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

FOR

PER

DATE

Haiphong	Carl Diederichsen	Thursday, 5th, 8.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	P. E. Friedrich	Thursday, 5th, 8.00 A.M.
SIBERIAN MAIL TO EUROPE		
Nagasaki, Kobe and Yokohama	Benjamin	Thursday, 5th, 10.00 A.M.
Singapore, Samarang and Sourabaya	Fauquier	Thursday, 5th, 11.00 A.M.
Batavia, Cheribon, Samarang, and Sourabaya	Tjapana	Thursday, 5th, 11.00 A.M.
Swatow	Haitan	Thursday, 5th, NOON
Manila	Sui Tai	Thursday, 5th, 3.00 P.M.
Amoy and Shanghai	Yuen	Thursday, 5th, 3.00 P.M.
Chafoo and Newchwang	Yuen	Thursday, 5th, 3.00 P.M.
Shanghai	Chen	Thursday, 5th, 3.00 P.M.
Kobe	Tjimanek	Thursday, 5th, 4.00 P.M.
Anping and Takao	No. 3 Kyozei Maru	Thursday, 5th, 5.00 P.M.
Haiphong	Hanoi	Friday, 6th, 9.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow	Harung	Friday, 6th, NOON
Manila	Sui Tai	Friday, 6th, 1.15 P.M.
Shanghai, Nagasaki, Kobe and Yokohama	Malta	Friday, 6th, 2.00 P.M.
Singapore, Penang and Calcutta	Lansang	Saturday, 7th, 11.00 A.M.
Manila	Loongang	Saturday, 7th, 1.00 P.M.
(Taking Mails for Cebu and Iloilo)	Sui Tai	Saturday, 7th, 1.15 P.M.

Manila, Yap, Marana, Friedrich Wilhelmshafen, Rabaul, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.

Shanghai, Kobe and Moji

Shanghai

SIBERIAN MAIL TO EUROPE

Kuchinotsu, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle

Batavia, Cheribon, Samarang, Sourabaya and Macassar

SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA and SEATTLE

EUROPE, &c., INDIA VIA TIENTSIN

—Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.

The Parcel Mail will be closed Friday, 15th inst., at 5 P.M.

Manila (Taking Mails for Cebu and Iloilo)

Shanghai SIBERIAN MAIL TO EUROPE

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

ON LONDON	October 4th.
Telegraphic Transfer	109.8
Bank Bills, on demand	109.8
Bank Bills, at 30 days sight	109.8
Bank Bills, at 4 months sight	109.8
Credits, at 4 months sight	109.8
Documentary Bills 4 months sight	109.8
ON PARIS	
Bank Bills, on demand	226.1
Credits, at 4 months sight	231
ON GERMANY	
On demand	184.1
ON NEW YORK	
Bank Bills, on demand	45.3
Credits, at 60 days sight	44.3
ON BOMBAY	
Telegraphic Transfer	134
Bank, on demand	134
ON CALCUTTA	
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI	
Bank, at sight	75.1
Private, 30 days sight	76
ON YOKOHAMA	
On demand	38.1
ON MANILA	
On demand—Pesos	38.1
ON SINGAPORE	
On demand	76.1
ON BATAVIA	
On demand	108.1
ON HAIPHONG	
On demand	3.1
ON SAIGON	
On demand	3.1
ON HONGKONG	
Bank, on demand	85
Sovereigns, Bank, Buying Rate	\$11.05
GOLD LEAF, 100 fine, per test	\$37.70
BAR SILVER, per oz.	24.4

SUBSIDIARY COINS.

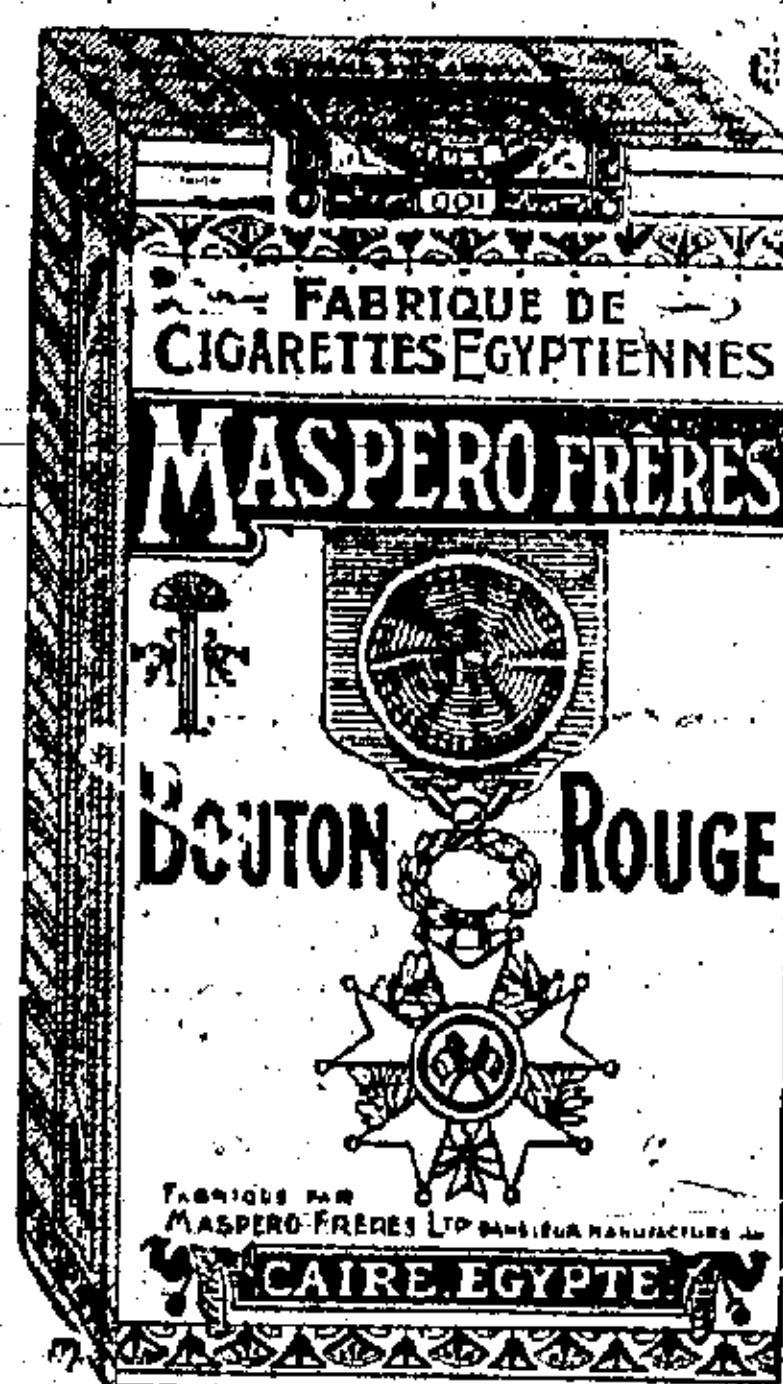
Chinese	20 cents pieces	\$4.84 discount
Chinese	10	\$5.18
Hongkong	20	\$4.51
Hongkong	10	\$4.98

SHARE LIST—QUOTATIONS

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS CASH
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$89.5, sales
China Bank Corporation, Limited	60,000	\$12	all	\$101, sales
China Light and Power Company, Limited	50,000	\$5	all	\$1.85
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8.1
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 90.1
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$51, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 44
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 60
Boy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 24
Dairy Farm Company, Limited	40,000	\$7.1	all	\$23
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, sales
New Amoy Dock Co., Limited	10,000	\$6.1	all	\$7, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 83
Green Island Cement Co., Limited	400,000	\$10	all	\$4, sal. & bu.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$2.90
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119, buyers
Manila Metropole Hotel Limited	15,000	\$10	all	\$11
Hongkong Ice Company, Limited	15,000	\$10	all	\$165, sales
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$217.1, buyers
China Fire Insurance Co., Limited	20,000	\$100	all	\$127
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$360, sales
North-China Insurance Co., Limited	10,000	\$15	all	\$162.1, sales
Union Insurance Society, Limited	12,400	\$250	all	\$835
Yangtze Insurance Association, Limited	12,000	\$100	all	\$225, sales @
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$100
Hampden's Estate and Finance Co., Ltd.	150,000	\$50	all	\$7.1, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$30, sales
Shanghai Land Investment Co., Limited	70,000	Tls. 50	all	Tls. 94
West Point Building Co., Limited	12,500	\$50	all	\$46.1, buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$31
Peak Tramways Co., Limited	25,000	\$10	all	\$11.1
Phillipine Co., Limited	50,000	\$10	all	\$1.00, buyers
REFINING.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$136, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$37, sales
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11.1, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$21.1, div.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$60, (L'don.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$5 10.
Star Ferry Company, Limited	10,000	\$10	all	\$17
South China Morning Post, Limited	10,000	\$10	all	\$17, sales
Steam Laundry Company, Limited	20,000	\$5	all	\$25
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$3.1, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5.1, sales
Weismann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterfront Co., Limited	100 fiders	\$10	all	\$300
	50,000	\$10	all	\$7, buyers

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



STERILIZED NATURAL MILK.

Another Famous Product on the above
Company is the

A trial of which will satisfy you of its
EXCELLENCE.

PRICE:

20 Cents Per Tin
\$2.50 Per Doz. Tins.
\$30.00 Per Case of 4 Doz. Tins.

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KWAN YEE, Queen's Road Central.
CHEONG YEE, Queen's Road Central.
MAN YING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.

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CHAMPAGNES

are stocked by us—

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VICTOR CHICQUOT
CHAS. LOUBET
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IN
QUARTS
AND
PINTS.

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Daily Wire
Para Rubber in London ... 4/5 1/2 per lb. buyers.
Leads ... Amount ... Value ... Interest ... Quotation.
Chinese Imperial 1885 ... Tls. 767.200 ... 7 1/2 p. annum ... Par.
VERNON & SMYTH, Share-Brokers.

Hall's Distemper sets the hardest of any wall covering, and does not crack, blister, nor peel off. It is not the least remarkable of the many advantages of Hall's Distemper that while it lends itself to the most delicate interior effects, it is the most suitable material for the rough-and-ready application of the whitewash brush for exterior decoration.

THE OUTSIDE QUALITY OF
TRADE MARK

It is fully weather-resisting. It may be applied on stucco-work, brick-work, cement-work, wood, iron, or stone. It sets hard as cement, and withstands rain, sun and frost.

For interior decoration, Hall's Distemper is the modern improvement on wallpaper, giving a fireproof durable wall surface of great beauty, which will not fade nor change colour with age, and may be "Spring-cleaned" by lightly sponging with warm water.

No decorative material is made in the same wide range of colours as Hall's Distemper—70 beautiful art shades to select from.

Specify "Hall's Distemper Stippled" for interior decoration.

"How to Decorate Your Home." Write to-day for this beautifully-illustrated pamphlet, showing in colours how to artistically decorate every room in the house. Post free from the



SOLE AGENTS—
WILLIAM C. JACK & CO., LTD.
14, DES VŒUX ROAD, CENTRAL, HONGKONG.

TO-MORROW
5.30 P.M.—Twenty-Fourth Annual General Meeting of Hongkong Football Club, in the Office of the Hongkong Jockey Club.

FORTHCOMING EVENTS.
Saturday, 7th Oct.—Half-Yearly Meeting of Hongkong Jockey Club, Noon.
Saturday, 7th Oct.—Fifteenth Ordinary Yearly Meeting of The Dairy Farm Co., Ltd., 12.30 P.M.
Monday, 9th Oct.—Auction of Crown Land at Causeway Bay, by Public Works Dept., 3 P.M.
Monday, 9th Oct.—Auction of Crown Land at Kennedy Town, by Public Works Dept., 3 P.M.
Tuesday, 10th Oct.—Extraordinary General Meeting of The Douglas Steamship Co., Ltd., Noon.
Thursday, 19th Oct.—Thirtieth Ordinary Meeting of Canton Insurance Office, Ltd., Noon.
Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 P.M.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at the following Stores:—
KOWLOON BOOK STALL, Ferry Wharf
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Advertising medium among the
Native Community.

Established for over FIFTY YEARS
Circulates largely throughout Southern China.
Indo-China, etc.

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Documents translated from or into Chinese or Colloquial Chinese

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"BY THE PEARL RIVER."

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